AMENDMENTS TO THE CLAIMS

Please cancel claims 1-20 and add new claims 21-56, such that the status of the claims is as follows:

1-20. (Canceled)

21. (New)   A computer system for aircraft maintenance comprising:

a means for identifying a set of maintenance tasks and a set of corresponding control points;

a means for organizing an initial maintenance program in which maintenance tasks are grouped into a plurality of initial groupings, each initial grouping corresponding to a unique range of control points; and

means for allowing an operator to modify the initial groupings into a subsequent maintenance program having a subsequent set of control points.

22. (New)   The system of claim 21 further comprising:

means for recording task completion data.

23. (New)   The system of claim 21 further comprising:

means for providing access to a plurality of publications.

24. (New)   The system of claim 21 in which identifying a set of maintenance tasks comprises extracting the set from at least one aircraft maintenance document.

25. (New)   The system of claim 21 in which identifying a set of maintenance tasks comprises extracting the set from a Maintenance Review Board document.

26. (New)   The system of claim 21 in which the means for identifying a set of maintenance tasks comprises extracting the set from a Federal Aviation Administration document.

27. (New)   The system of claim 21 in which the means for organizing is a logic formula selected from the group consisting of a first formula in which a part is replaced at a standard interval and a second formula in which a part is replaced when part failure is imminent or past.

28. (New)   The system of claim 21 further comprising:
                a means for accumulating interval data.

29. (New)   The system of claim 28 in which the interval data are time data and the control points are time intervals.

30. (New)   The system of claim 28 in which the interval data are flight cycle data and the control points are flight cycle intervals.

31. (New)   The system of claim 28 in which the interval data are flight time data and the control points are flight time intervals.

32. (New)   The system of claim 28 further comprising:
                a means for grouping each of the tasks into a plurality of status groups based on the
                    control point and the interval data of each task; and
                a means for providing a graphical user interface displaying a color code for each task
                    based upon its status group.

33. (New)   The system of claim 28 further comprising:
                a means for collecting information on each of a plurality of rotable parts.

34. (New)   The system of claim 33 in which the collected information is selected from the group consisting of when a part was installed, when a part was removed, what non-routine tasks were performed during a life cycle of the part, when maintenance checks were performed, and a parent-child relationship of the part with other rotable parts.

35. (New)   The system of claim 33 further comprising:

     a means for relating the collected information and the interval data to a manufacturer's predicted life limit for a part to analyze a reliability of the part.

36. (New)   The system of claim 21 further comprising means for organizing the tasks of each initial grouping into a plurality of zones, each zone reflecting a region of the aircraft on which a task is to be performed.

37. (New)   The system of claim 21 further comprising a means for organizing the tasks of the subsequent maintenance program into a plurality of zones, each zone reflecting a region of the aircraft on which a task is to be performed.

38. (New)   The system of claim 21 further comprising:

     a means for displaying a graphical user interface displaying the tasks.

39. (New)   A method for aircraft maintenance comprising:

     identifying a set of maintenance tasks and a set of corresponding control points;

     tracking interval data;

     organizing an initial maintenance program in which maintenance tasks are grouped into a plurality of initial groupings, each initial grouping corresponding to a unique range of control points; and

allowing an operator to modify the initial groupings into a subsequent maintenance program having a ssubsequent set of control points.

40. (New)   The method of claim 39 further comprising:
recording task completion data.

41. (New)   The method of claim 39 further comprising:
providing access to a plurality of publications.

42. (New)   The method of claim 39 in which identifying a set of maintenance tasks comprises extracting the set from at least one aircraft maintenance document.

43. (New)   The method of claim 39 in which identifying a set of maintenance tasks comprises extracting the tasks from a Maintenance Review Board document.

44. (New)   The method of claim 39 in which identifying a set of maintenance tasks includes extracting the tasks from a Federal Aviation Administration document.

45. (New)   The method of claim 39 in which organizing an initial maintenance program is performed using a logic formula selected from the group consisting of a first formula in which a part is replaced at a standard interval and a second formula in which a part is replaced when part failure is imminent or past.

46. (New)   The method of claim 39 further comprising:
accumulating interval data.

47. (New)   The method of claim 46 in which the interval data are time data and the control points are time intervals.

48. (New)   The method of claim 46 in which the interval data are flight cycle data and the control points are flight cycle intervals.

49. (New)   The method of claim 46 in which the interval data are flight time data and the control points are flight time intervals.

50. (New)   The method of claim 46 further comprising grouping each of the tasks into a plurality of status groups based on the control point and interval data of each task and displaying on a graphical user interface a color code for each task based upon its status group.

51. (New)   The method of claim 46 further comprising:
                collecting information on each of a plurality of rotable parts.

52. (New)   The method of claim 51 in which the information is selected from the group consisting of when a part was installed, when a part was removed, what non-routine tasks were performed during the life cycle of the part, when maintenance checks were performed, and the parent-child relationship of the part with other rotable parts.

53. (New)   The method of claim 51 further comprising:
                relating the information and the interval data to a manufacturer's predicted life limit
                        for a part to analyze the reliability of the part.

54. (New)   The method of claim 39 in which the tasks of each initial grouping are organized into a plurality of zones, each zone reflecting a region of the aircraft on which a task is to be performed.

55. (New)   The method of claim 39 in which the tasks of the subsequent maintenance program are organized into a plurality of zones, each zone reflecting a region of the aircraft on which a task is to be performed.

56. (New)   The method of claim 39 further comprising:

displaying the tasks on a graphical user interface.